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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

# TORQUE TUBE



VOLUME XX • NUMBER 2 • NOVEMBER/DECEMBER 2001



# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: Dug Waggoner, our Art Director and I wish you a Merry Christmas and happiness with your family and friends. We wish you the best of health in the New Year.

We are praying for a speedy recovery for our good friend and BCA Board Member **Cecil Don** (#637). Cecil has kidney cancer but is making progress. Cecil and his '38 Century Sedan were with us at the 37/38 Meet in Seattle last June. Cecil is very kind and generous person with a friendly personality. A nice person to be around. Our prayers and thoughts are with you and your wife in your hour of need.

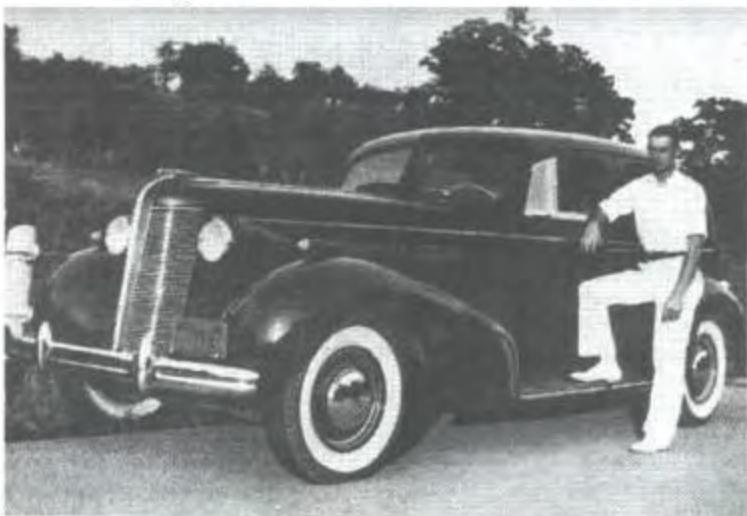
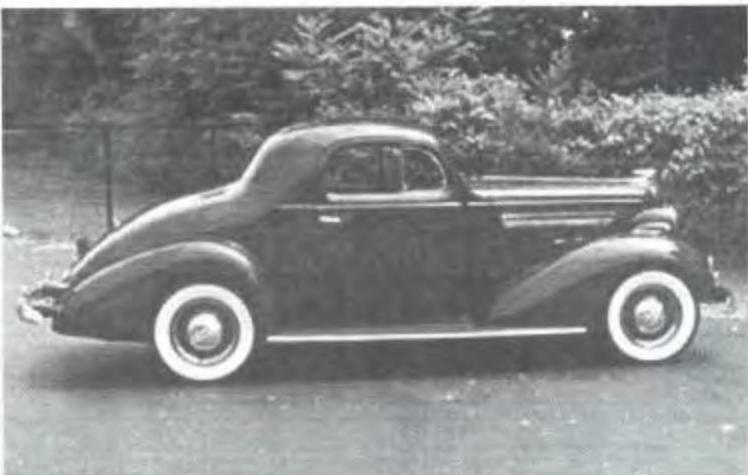
My daily driver is a model 2002 BMW that I bought new 30 years ago. It still runs and looks good and the license fee is low, so I'll keep it. Now when anyone asks what kind of a car I drive, I can truthfully say "A 2002 BMW" and they'll think I'm driving a new car!

This 1936 Buick Special Coupe was for sale with RM Auctions. They were asking \$22,500. It has had a complete ground up restoration. Don't know if it sold or not. Also take a look at the Pre-War Buick web site if you want to look at photos of these cars. It covers 1904 to 1942 Buicks. The URL is:

<http://www.prewarbuick.com>. Thanks to **David Gleans** (#1078) in New Hampshire for sharing this information.

Received a nice e-mail from **Joe Suarez** (#1227) in Indiana. He writes: "Just a note to let you know that I followed your directions about horn problems published in the Torque Tube Vol. XIII No. 3 and they worked. I did everything as advised and like magic my horn works. It hasn't worked since I acquired the car in 1983. Thanks so much for the information. The Torque Tube is a treasure of entertainment and information. The car with the horn problem is my 37-66S. Problem solved. Thanks"

This photo appeared in the August, 2001 issue of Reminisce Magazine. Julia Pavlic explains: "My husband won this new 1937 Buick Roadmaster in a raffle held by the Latrobe, Pennsylvania Fire Company. He bought three tickets for 25 cents. It was a great car and rode like a dream, but we needed money and sold it. We bought a Plymouth, a refrigerator and a washing machine and still had money left over." Thanks to **Bob Hamro** (#775)



TORQUE TUBE  
FOUNDED IN 1980 BY DAVE LEWIS



for sharing this article.

If you're having overheating problems, one thing you might want to try is Water Wetter. According to the manufacturer, "It doubles the wetting ability of water, improves heat transfer, reduces cylinder head temperature, reduces rust, corrosion and electrolysis. Cleans and lubricates water pump seals. It can be used with all Antifreeze. It improves the ability of coolant to wet heat transfer surfaces by 50%. This provides better coolant contact in the cylinder head and can reduce the coolant and head temperature by as much as 20 degrees F."

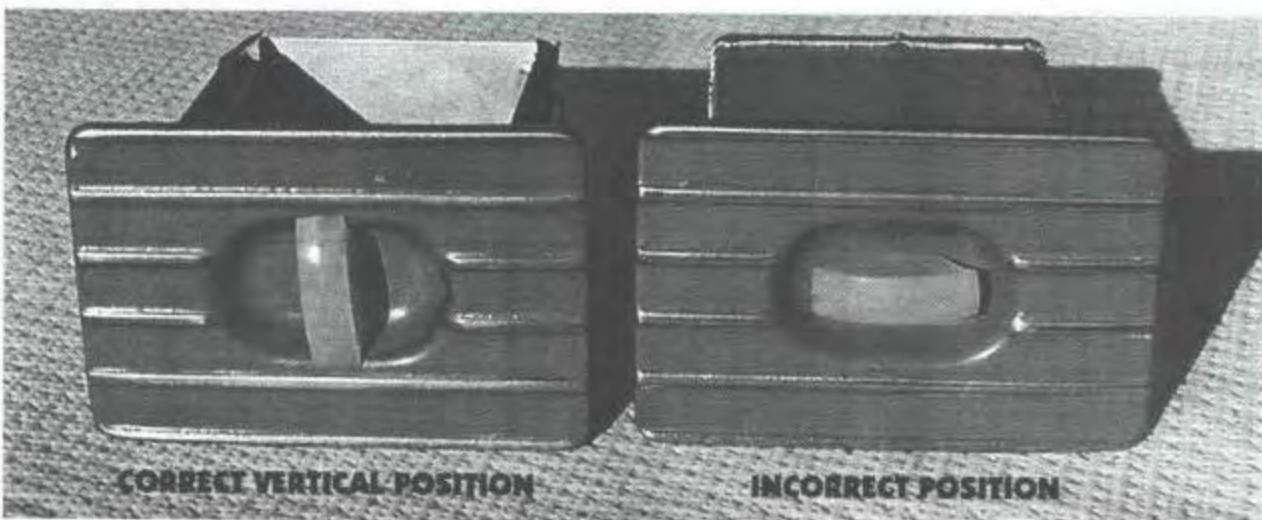


I bought a bottle at my local NAPA parts store and it does seem to help lower the coolant temperature. It's made by Red Line Oil Corp. in California. Phone: (707) 745-6100. Web site: [www.redlineoil.com](http://www.redlineoil.com)

Sometimes I've noticed '38 ash tray pull knobs installed horizontally as shown on the right. The plastic knobs should be vertical.

This vintage car hauler photo appeared on the Internet and was sent to me by **Charles Jekofsky** (#524) in Oregon.

**Jeff Lateer** (#1422) in the San Francisco Bay area owns one of the most original 1938 Buicks



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Check out our new **1937-1938 Buick Club** web site: <http://clubs.hemmings.com/1937-1938buick/>

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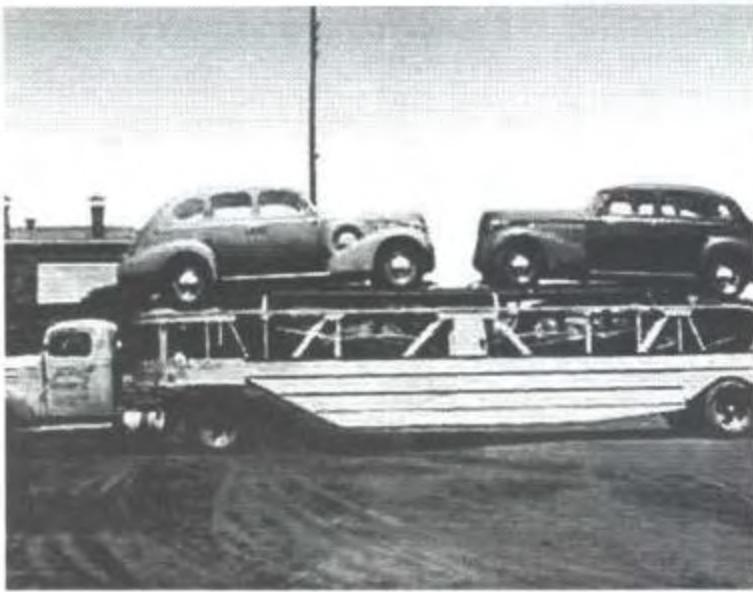
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I've ever seen. It is a black Century Sedan Model 61 without sidemounts. It has the original upholstery, mahogany steering wheel and the original jack and tools shown below.

Our original web site that we've had for several years is no more. The company that built it for us has gone out of business. But Hemmings has stepped in and developed a new one. You can check out the new 1937-1938 Buick Club web site at: <http://clubs.hemmings.com/1937-1938buick/>



Check out the top photo on page 4. **John Kilbane** (#1513) in Ohio owns this black 1936 Special rumble seat coupe shown here at the 2001 BCA Nationals in Buffalo, NY. The car features such rare accessories as wheel discs, fender skirts, headliner radio speaker, GM Safetylite spotlights and GM Guide foglights. Built to the

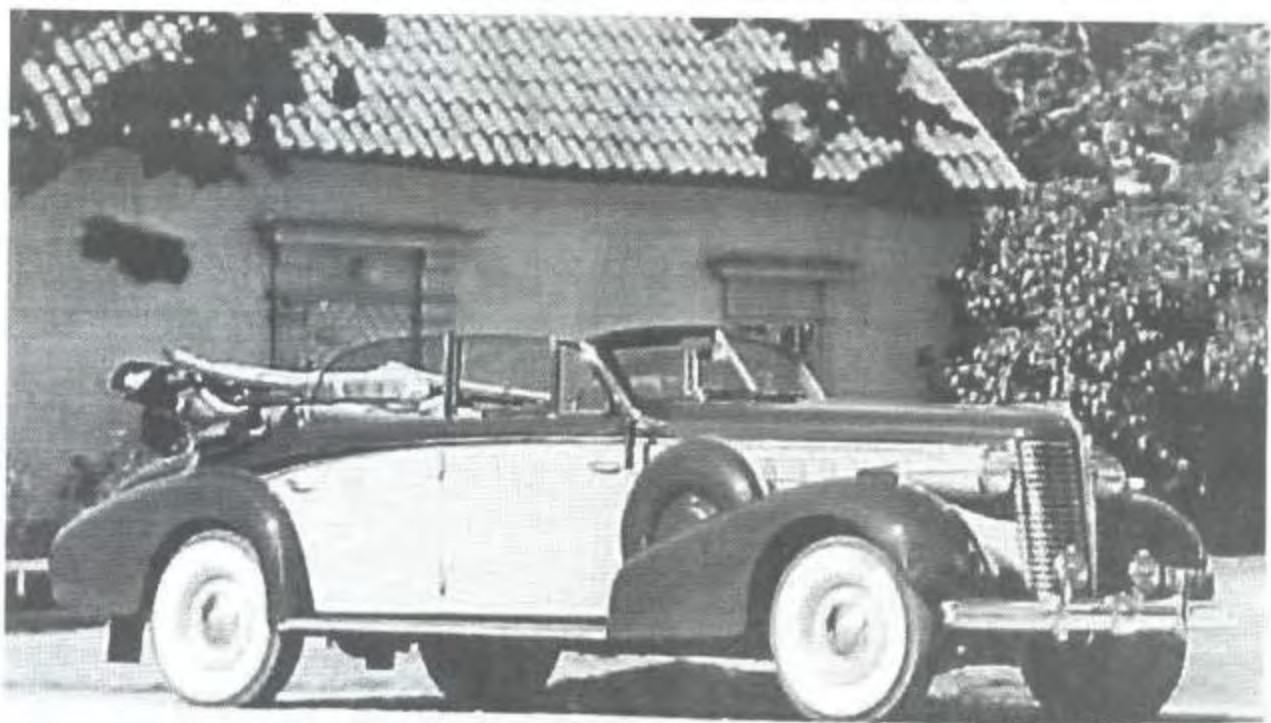
'40's nostalgia look, the car has '41 dual carburetors and dual exhausts with Smitty mufflers for that mellow tone. It also has lighted front fender guides, rear fender mud



flaps (*guards*) and curb feelers.

Dennis Mitchell informs me that in 2003 the Buick Club of New Zealand will hold a National Rally in Hawkes Bay on the North Island. The event will be held over 5 days, from April 18 to the 22. This is Fall there, so the weather should be good. You can travel scenic rural roads, go wine tasting and experience their rich Art Deco history which have made the area famous. For a detailed program and information pack, contact Dennis at: 56 Hetley Crescent, Taradale, Napier, New Zealand or e-mail: mitchel\_d@paradise.net.nz

Longtime member **Mats Ahrin** (#786) in Sweden restored this 1936 Roadmaster nearly 30 years ago. Then he restored this 1938 Roadmaster convertible sedan with a custom Swedish body by Nordberg. The car was in poor shape when Mats first purchased



it as it had been exposed to the weather. But after much work by both Mats and his wife, the car is now a much admired beauty. You can see a color photo of it on our new club website:

<http://clubs.hemmings.com/1937-1938buick/>

This old photo of a Richfield gas station, run by Glen Smith, looks to be from around the late 1930's. I don't know its location. Thanks to **Mark Garcia** (#1390) for sending it in.

**Bill Deibert** (#1577) photographed this '38 sidemounted sedan with Guide driving lights last August at a car show in Macungie, Pennsylvania. The car does not have the **BUICK 8** badge or a hole in the bumper. For some reason, especially on Specials, Buick assembled some cars without this badge.

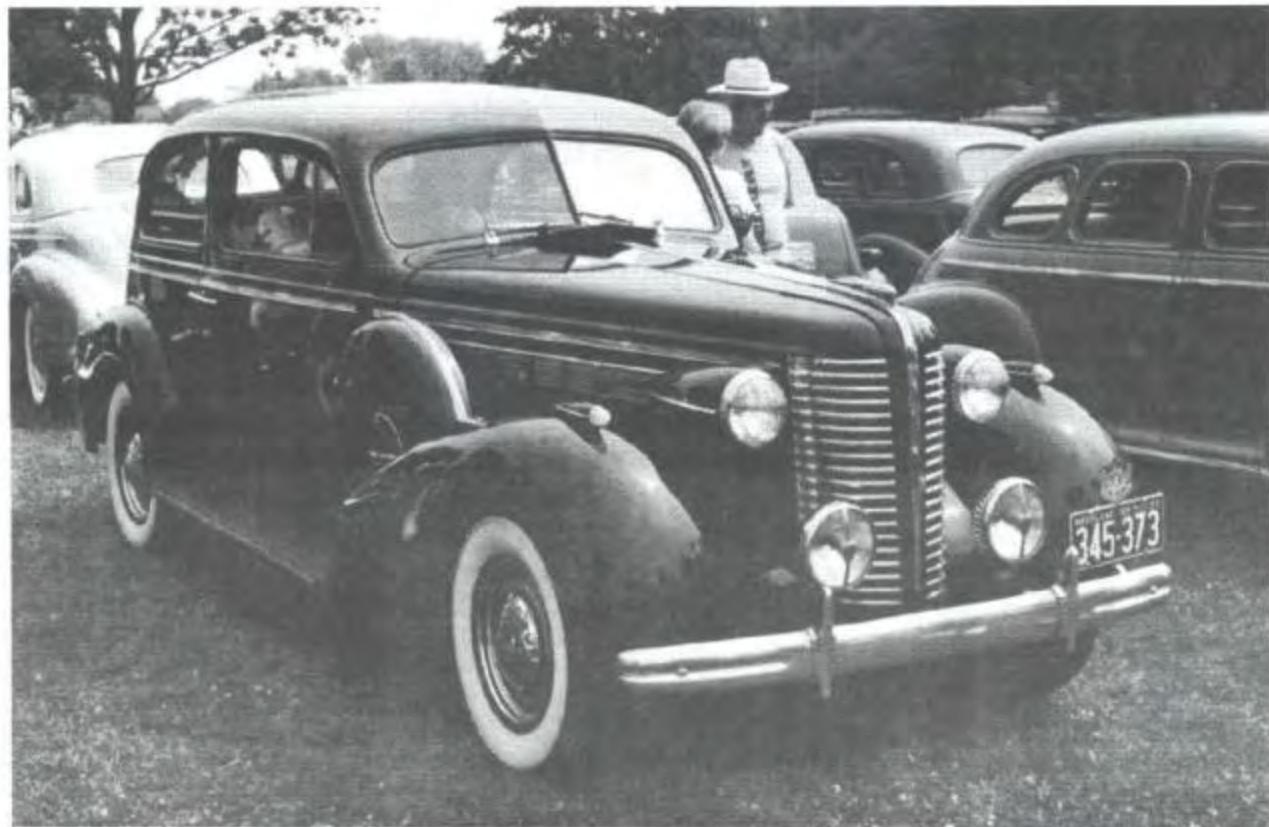
The center section, in this issue, has information on the options Buick offered when our cars were new such as convertible top material, upholstery, paint and '37 80/90 series garnish molding options.

Virginia Ruth Egnor aka Dagmar, the tall,



buxom, "dumb blonde" of the 1950's died in her home state of West Virginia in October. She was 79. Renown for her busty figure, 1953 Cadillac's two massive grille "bombs" which doubled as bumper guards are still known as "Dagmars."

**Peter Breitenstein** (#989) in Namibia, Africa sent this photo of lions resting from the hot Af-





rican sun under the shade of an airplane wing. I guess the pilot had to wait until the lions left before he could get in his airplane. Or maybe they were queuing up for a trip to the U.S.A to cheer for their Detroit Lions Football team. Thanks Peter.

September 29 was a big day for my wife Margo and I when our daughter Monique was married in La Jolla, CA (near San Diego). The wedding reception was on the top of a 5 story building overlooking the Pacific Ocean. There were 170 guests and everything went perfectly. The couple honeymooned in Hawaii.





Santa and the little boy were originally on the cover of the December, 1938 Buick Magazine. It still makes a good Christmas cover even 63 years later. On the back cover we've used another cute picture of a little boy, three year old **Nicolas Stickl**. His father is **Christian Stickl** (#1313). They live in Tübingen, Germany, an old university town. Christian owns a '37 Special coupe and is our only German member. He just finished installing jump seats for Nicolas to ride on. Nicolas is even more proud of the car than his father.

# THE MORE THINGS CHANGE....

By John McDonough in the Wall Street Journal-Dec. 28, 2000

A thought struck me recently while tooling around town in my 1939 Buick whose 61 years span a longer life than my own: Have things really changed all that much since the old car came off the production line?

Yes, I know about computers and going to the moon. But think of it this way. Suppose someone dozed off in 1939 and awoke in 2000. Despite the 61 year blackout, he'd still find a familiar world that made basic sense. He could drive a new car, since the steering wheel, gas pedal and radio are exactly where they were in 1939. He would understand records, telephones (*both regular and wireless*), light bulbs, electricity, central heating, X-rays, social security, insured savings, women voting, network broadcasting and airplanes, all without explanation.

Have movies gotten any better since "*Gone With the Wind*" or "*The Wizard of Oz*"? The Empire State Building, Broadway, Harlem, Wall Street and The Wall Street Journal were all familiar cultural symbols in 1939, as were Hollywood, Coca Cola, subways, jazz and streamlined trains.

But suppose instead of jumping forward 61 years from 1939, we went back. Say our man nodded off in 1878 and awoke in 1939. He would blink in disbelief at the world he saw, for nothing of the modern would exist yet. He

would not know about gas pedals because there were no cars in 1878. There wasn't even an internal combustion engine or an electric motor to start it. The idea of pictures that moved would be strange. And sending voices and music through the air on invisible wave forms or inscribing them permanently on disks would have been unexplainable.

How would he have comprehended a simple light switch in an age of candles and kerosene? Imagine his reaction to being lifted above the clouds in a DC-4 airliner, conversing with someone 10,000 miles away on a phone, and listening to Count Basie. He would be astounded at going up 104 stories to the top of the Empire State building in an elevator, or rushing under it in a subway.

No, nothing save the PC has come along since 1939 to match the leaps that were made from 1878, the year Edison opened his lab in Menlo Park, NJ. Going to the moon was great. But when the millennium clicks over, let's not congratulate ourselves too much for sending a man to a place nobody really wants to go back to.

I plan to have a quite Christmas myself, maybe watching "*Gone With The Wind*".

Thanks to **Frank Wrenick** (#25) in Ohio for sharing this article.

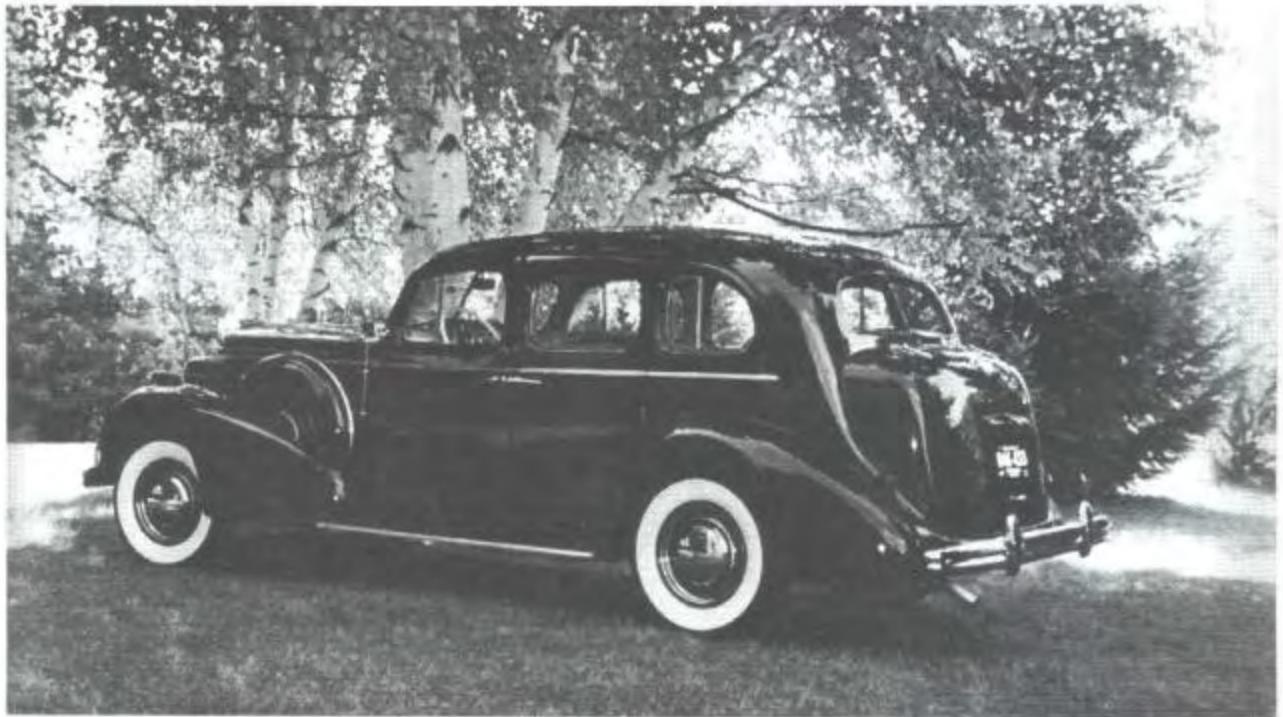
# *My Search is Over!*

By John Welby (#1497)-Oxford, MI



I ended my three year search for a 1937 Roadmaster with a recent trip to Ames, Iowa and the purchase of this 1937 Model 81. It has been beautify restored to at least number two condition.

From the original 1937 Buick full color brochure showing all models and body styles.



It is painted Chancellor (*dark*) blue.  
It is said to have been bought new by the Chancellor of the University of Illinois.



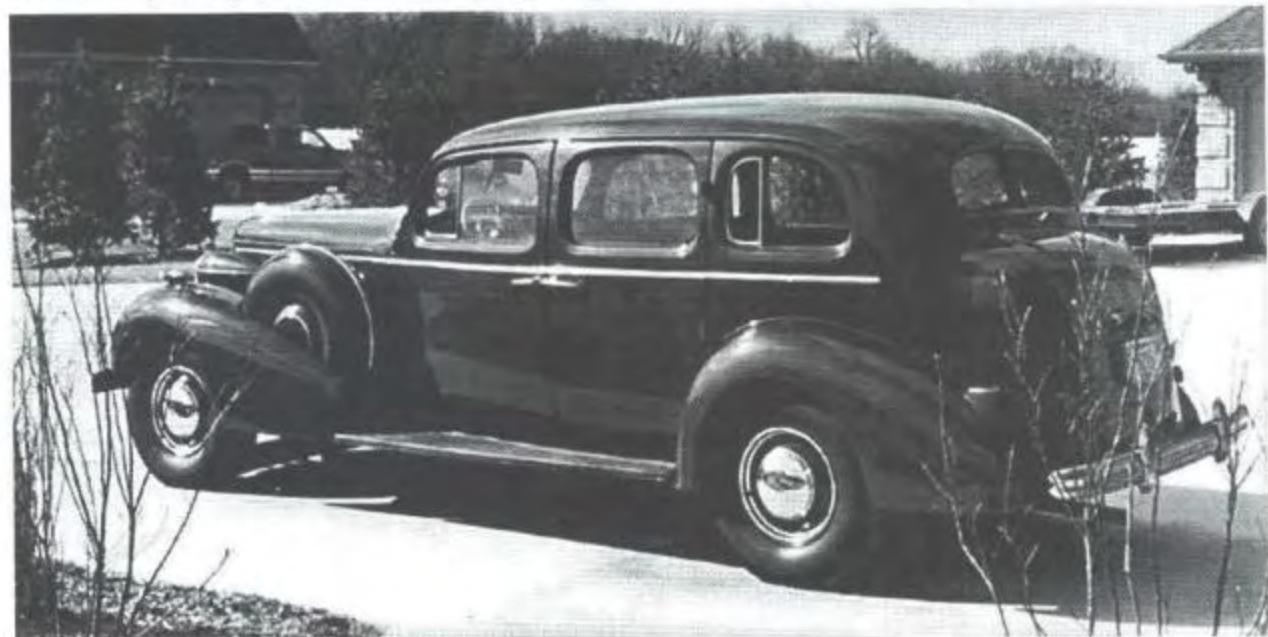
On the advise of a previous article in the Torque Tube, I removed the oil pan and cleaned out a quarter inch (6 mm) of sludge from the bottom. The car had been sitting for some time. Now the car runs and drives like new.

# IN STORAGE SINCE NEW

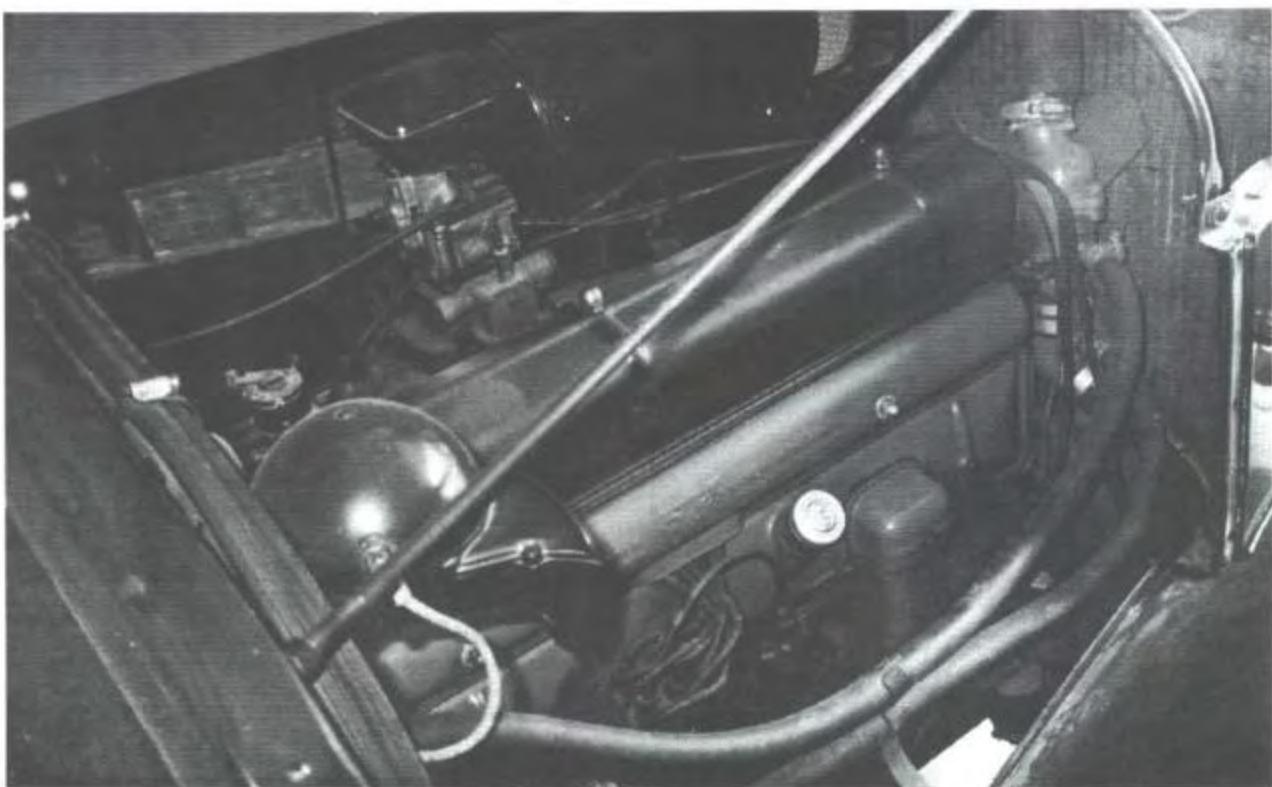
By Dennis Bunck (#1582)-Illinois



This 1937 Buick Limited Series 90 was purchased new in March of 1937 by Thomas Allen at Norges Buick in Boston, Massachusetts. The purchase price was \$2,250. The car was kept at a vacation home in Princeton, Massachusetts for the purpose of taking the maids to church every Sunday by Albert Kincaid, the family chauffeur. The car was kept in a barn and put up on blocks every winter.



The Thomas Allen Estate was sold in May of 1950 and the car was given to his two grandsons, Rob and Allen Short. The car was kept in Chicago. In 1966, the car was taken to Toronto, stored in a garage, and driven occasionally around town. In 1974, the car was brought back to Chicago and put on blocks where it remained until March, 2001 when I bought it. When I opened the trunk, I found that it was full of old Massachusetts license plates dating back to 1908. And all were in good condition. If your interested in purchasing them contact Dennis at: [dbunck@shortmill.com](mailto:dbunck@shortmill.com)



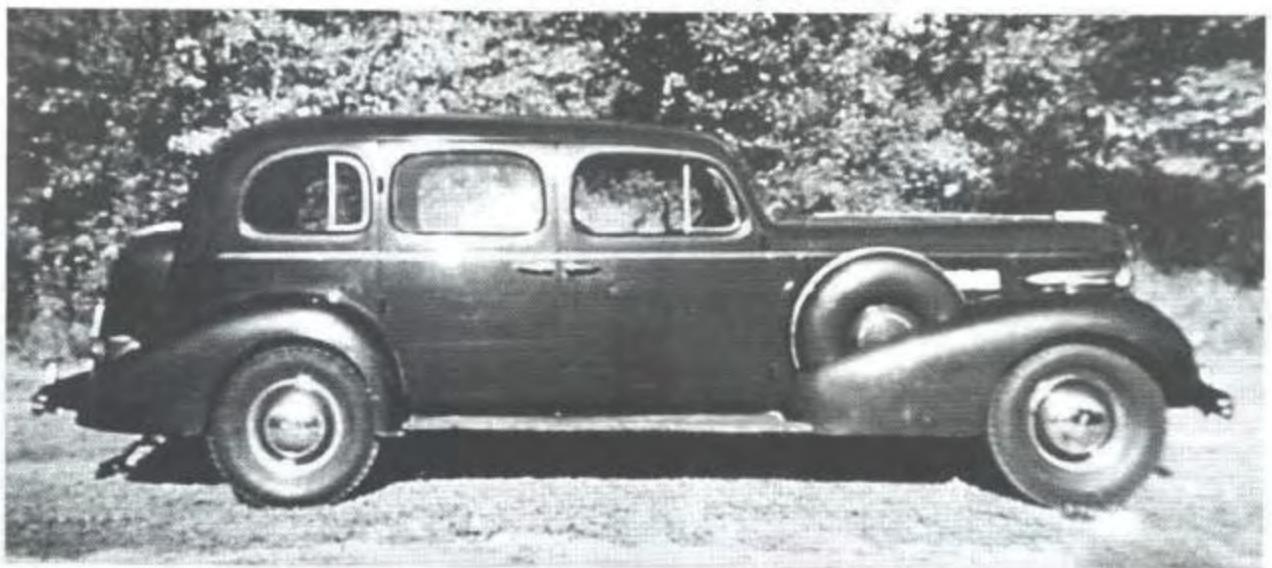
*The only thing it needed was the fuel pump and carburetor rebuilt, then it fired right off.*



*The leather seats are cracked from age. I'm undecided what to do about them. All of the gauges, lights and even the cigar lighters work. The car has been in storage nearly its entire life. It has only 7737 miles on the odometer. The paint job looks like it just came out of the factory!*



Note the original leather seats and the bronze colored decal on the glove box door. The same decal is also around the instrument cluster. The dashboard, ash tray, radio cover plates, defroster deflectors and map light cover are a golden tan. The windshield molding is mahogany woodgrain. The vertical divider bar between the windshield halves and the rear view mirror are painted silver.



I obtained the car when my boss Rob Short passed away and his widow wanted me to have the car.  
I am the first owner outside of the family!

The family owns the J.R. Short Milling Company in Kankakee, Illinois.  
The company was founded in 1908.

# RESTORING DATA PLATES

## Technical TIPS

By the Editor



This damaged firewall data plate was on the '37 Special convertible coupe **Lauren Matley** (#46) in Washington is restoring. He had it restored by **AG Backeast** and was pleased with the results. Lauren is restoring the car with a different trim (leather upholstery) and paint than the car originally had. So the restored data plate reflects these changes.

If you change the trim, be sure to select the correct trim number. For example, Lauren changed from red to tan leather. Looking at the centerfold section, you'll see there were several

trim numbers that meant tan leather on 1937 Buicks, 303, 317, 327, 337, 345 and 357. But only one is correct for 40 Series convertible coupes and convertible sedans and that is 345.

Although the price for the restored data plate is high (*around \$200*), the workmanship is excellent. And they come back with the special tubular rivets that are very close to the originals. A.G. Backeast has been restoring data plates since 1982. He calls them TRIM tags. If you're interested in having your data plate "restored," send: make, year, model and exact nature of your problem to:

A.G. Backeast  
PO Box 581  
Plainville, CT 06062  
Phone: (860) 747-2942  
E-mail: [dataplt@snet.net](mailto:dataplt@snet.net)  
Web site: [www.datatags.com](http://www.datatags.com)



# Technical TIPS

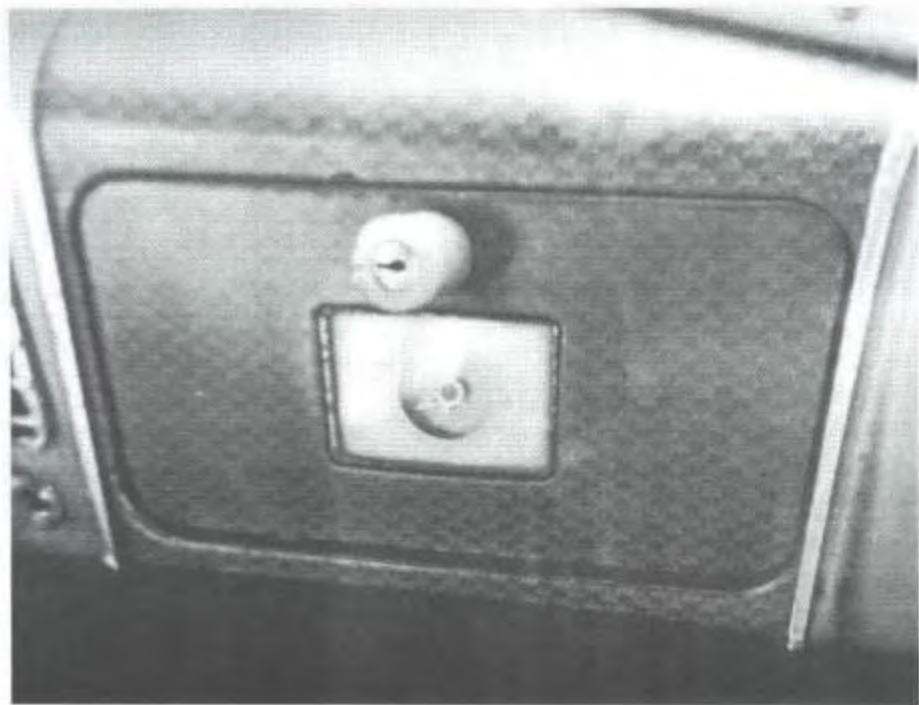
By the Editor

## RESTORING 1937 80 & 90 SERIES DASHBOARDS



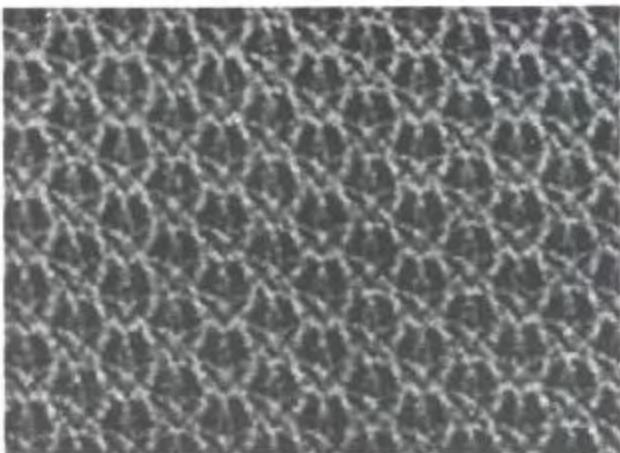
This dark gray '37 Limited with Missouri license plates was photographed at the St. Louis, Missouri BCA Nat. Meet several years ago. 1937 Roadmaster and Limiteds were the last Buick's to use wood in the body framing. As production was low, Buick used the 1936 body as they were not yet ready for the all steel body as used on the '37 Specials and Centurys. They simply added the '37 front sheet metal and rear fenders to the '36 body. In 1938 Buick went to the all steel body for all their cars.

Dashboards on '37 80 & 90 series cars were not woodgrained. Rather, the entire panel was painted a golden tan color. Also painted this color was the defroster deflector if your car had a defroster, the map light cover, ash tray and the radio face plates. Then a decal was applied to the instrument panel and glove box areas, each area separated by two stainless trim strips. The original decals I've seen have a bronze tone applied over the golden tan dashboard.



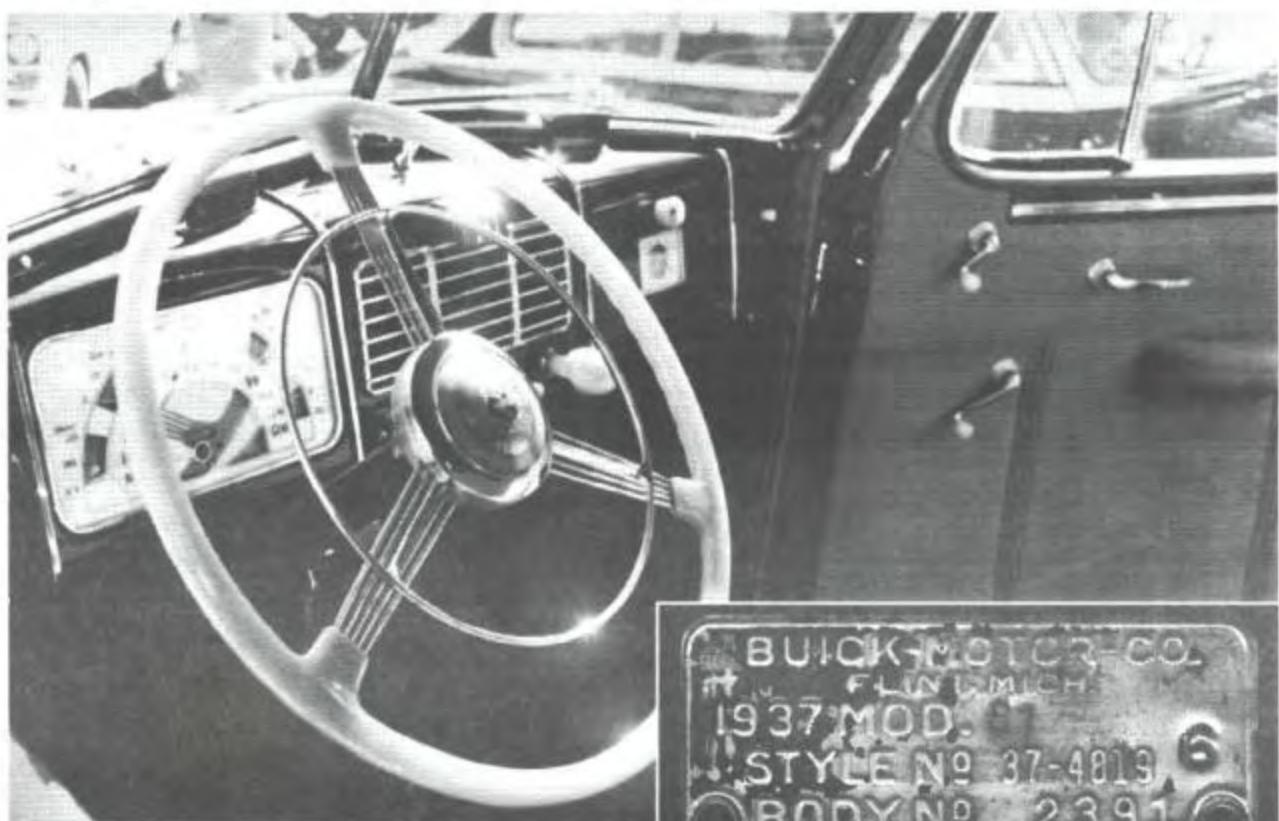
(continued from page 14)

The design of this decal consisted of many fine looping lines intersecting one another in an intricate pattern. One of our former members, Tom Alderink, had decals made of this pattern about 10 years ago. They had a mahogany or bronze colored background with



golden swirls. He is now checking to see if the manufacturer will make some more and at what cost. I'll keep you informed as to his progress.

Roadmaster and Limited dashboards are welded to the body and are not removable, so you'll need to work on them in the car.



BUICK MOTOR CO.	
FLINT MICH.	
1937 MOD.	6
STYLE NO	37-4819
BODY NO	2391
TRIM NO	312
PAINT NO	505
MO.	DAY
YEAR	M
BODY BY FISHER	

Some members don't worry about the decals and golden tan dashboard and instead paint it dark brown to match the steering column. That's the way this '37 Roadmaster was done.

The garnish moldings on Roadmaster convertible sedans were chromed. On Roadmaster and Limited closed cars, Buick offered three garnish molding choices, Light Grey, Black and Mahogany. The garnish moldings includes all moldings around the door windows, rear quarter windows, rear window and the molding around the windshield. You can tell what the original garnish molding color was on your '37 Roadmaster or Limited by looking at the firewall data plate.

For example, this 1937 Roadmaster Model 81 data plate has a large "M" stamped in the lower right corner to indicate mahogany window moldings. It has a large "6" in the upper right corner to indicate a 6 wheel job (*dual sidemounts*).

We have about 40 members with '37 Roadmasters and Limiteds. Hopefully this article will be helpful to them.

# 1937 BUICK TRIM & PAINT OPTIONS

MODEL	BODY TYPE	UPHOLSTERY OPTIONS
37-40C 37-41 37-44 37-46 37-46C 37-46S 37-47 37-48	5 Pass. 4 Dr. Con. Phaeton Plain Back 5 Pass. 4 Dr. Sedan Trunk Back 5 Pass. 2 Dr. Sedan Plain Back 2 Pass. Business Coupe with Deck 4 Pass. Convertible Coupe with Rumble 4 Pass. Sp. Coupe with Opera Seat 5 Pass. 4 Dr. Sedan Plain Back 5 Pass. 2 Dr. Sedan Trunk Back	<p><b>40 Series Sedans and Coupes:</b> Tan Bedford Cord No. 300.  Taupe Mohair Fabric No. 301.  <b>Leathers obtainable at extra cost:</b> Black No. 302, Tan No. 303,  Grey No. 304, Green No. 305, Blue No. 306, Red No. 307.</p> <p><b>40 Series Convertible Coupes and Phaetons:</b>  Brown Novelty Cloth No. 338, Tan Bedford Cord No. 343.  <b>Leathers:</b> Black No. 344, Tan No. 345, Grey No. 346,  Green No. 347, Blue No. 348, Red No. 349.</p>
37-60C 37-61 37-64 37-66C 37-66S 37-67 37-68	5 Pass. 4 Dr. Con. Phaeton Plain Back 5 Pass. 4 Dr. Sedan Trunk Back 5 Pass. 2 Dr. Sedan Plain Back 4 Pass. Convertible Coupe with Rumble 4 Pass. Sp. Coupe with Opera Seat 5 Pass. 4 Dr. Sedan Plain Back 5 Pass. 2 Dr. Sedan Trunk Back	<p><b>60 Series Sedans and Coupes:</b> Grey Bedford Cord No. 308.  Tan Bedford Cord No. 309, Taupe Mohair Fabric No. 310.  <b>Leathers obtainable at extra cost:</b> Black No. 302, Tan No. 303,  Grey No. 304, Green No. 305, Blue No. 306, Red No. 307.</p> <p><b>60 Series Convertible Coupes and Phaetons:</b>  Tan Bedford Cord No. 350, Grey Bedford Cord No. 351.  <b>Leathers:</b> Black No. 344, Tan No. 345, Grey No. 346,  Green No. 347, Blue No. 348, Red No. 349.</p>
37-80C 37-81 37-81F	6 Pass. 4 Dr. Conv. Phaeton Trunk Back 6 Pass. 4 Dr. Sedan Trunk Back 6 Pass. 4 Dr. Formal Sedan	<p><b>80 Series:</b> Grey Bedford Cord No. 311, Tan Bedford Cord No. 312,  Grey Broadcloth No. 313, Tan Broadcloth No. 314.  Taupe Mohair Fabric No. 315.  <b>Leathers obtainable at extra cost:</b> Black No. 316, Tan No. 317,  Grey No. 318, Green No. 319, Blue No. 320, Red No. 321.</p> <p><b>Model 80C:</b> Tan Bedford Cord No. 352, Grey Bedford Cord No. 353,  Tan Broadcloth No. 354, Grey Broadcloth No. 355.  <b>Leathers:</b> Black No. 356, Tan No. 357, Grey No. 358,  Green No. 359, Blue No. 360, Red No. 361.</p>
37-90 37-90L 37-91 37-91F	8 Pass. 4 Dr. Sedan 8 Pass. 4 Dr. Limousine 6 Pass. 4 Dr. Sedan 6 Pass. 4 Dr. Formal Sedan	<p><b>90 Series - Models 90-91-91F:</b> Grey Bedford Cord No. 322,  Tan Bedford Cord No. 323, Grey Broadcloth No. 324,  Taupe Broadcloth No. 325.  <b>Leathers obtainable at extra cost:</b> Black No. 326, Tan No. 327,  Grey No. 328, Green No. 329, Blue No. 330, Red No. 331.</p> <p><b>90 Series - Models 90L:</b> Grey Bedford Cord No. 332,  Tan Bedford Cord No. 333, Grey Broadcloth No. 334,  Taupe Broadcloth No. 335.  <b>Leathers obtainable at extra cost:</b> Black No. 336, Tan No. 337,  Grey No. 338, Green No. 340, Blue No. 341, Red No. 342.</p>

**CONVERTIBLE TOP MATERIAL:** All convertible models in all series are obtainable in the following Top Materials at no extra cost:

40-60 Series: 3T-Tan, 9T-Blue Grey, 11T-Black,      80 Series: 7T-Tan, 9T-Blue Grey, 11T-Black

**GARNISH MOULDINGS:** Choice of the following garnish moulding colors on all 80 and 90 series  
except 80C convertible, which is furnished in chrome only:  
Mahogany, Black or Lustre Light Grey

## 1937 PAINT COLOR COMBINATIONS

All series are finished in choice of the following colors:

500	Imperial Black	506	Windsor Gray Poly
501	Chancellor Blue	507	Ottawa Blue Poly
502	Coronary Green	508	Samarra Beige Poly
503	Sandringham Maroon	509	Bengal Brown Poly
504	Sudan Blue Poly	510	Hampton Gray Poly
505	Wellington Gray Poly	511	Balmoral Green Poly

# 1938 BUICK TRIM & PAINT OPTIONS

MODEL	BODY TYPE	UPHOLSTERY OPTIONS
38-40C 38-41 38-44 38-46 38-46C 38-46S 38-47 38-48	5 Pass. 4 Dr. Conv. Streamline Spt. Phaeton 5 Pass. 4 Dr. Touring Sedan Trunk Back 5 Pass. 2 Dr. Streamline Sport Sedan 2 Pass. Business Coupe 4 Pass. Conv. Coupe with Rumble Seat 4 Pass. Sport Coupe with Opera Seats 5 Pass. 4 Dr. Streamline Sport Sedan 5 Pass. 2 Dr. Touring Sedan Trunk Back	<p><b>40 Series - Sedans and Coupes:</b> No. 400, Tan Bedford Cord; No. 401, Taupe Mohair Fabric.  <b>Leathers obtainable at extra cost:</b> No. 402, Black; No. 403, Tan; No. 404, Grey; No. 405, Green; No. 406, Blue; No. 407, Red.</p> <p><b>40 Series - Convertible Coupes and Phaetons:</b> No. 443, Tan Bedford Cord.  <b>Leathers obtainable at no extra cost:</b> No. 444, Black; No. 445, Tan; No. 446, Grey; No. 447, Green; No. 448, Blue; No. 449, Red.  <b>Combined cloth and leather trim obtainable at no extra cost:</b> No. 450, Cloth and Black Leather; No. 451, Cloth and Tan Leather; No. 452, Cloth and Grey Leather; No. 453, Cloth and green Leather; No. 454, Cloth and Blue Leather; No. 455, Cloth and Red Leather.</p>
38-60C 38-61 38-66C 38-66S 38-67 38-68	5 Pass. 4 Dr. Conv. Streamline Spt. Phaeton 5 Pass. 4 Dr. Touring Sedan Trunk Back 4 Pass. Conv. Coupe with Rumble Seat 4 Pass. Sport Coupe with Opera Seats 5 Pass. 4 Dr. Streamline Sport Sedan 5 Pass. 2 Dr. Touring Sedan Trunk Back	<p><b>60 Series - Sedans and Coupes:</b> No. 408, Grey Bedford Cord; No. 409, Tan Bedford Cord; No. 410, Taupe Mohair Fabric.  <b>Leathers obtainable at extra cost:</b> No. 402, Black; No. 485, Tan; No. 404, Grey; No. 405, Green; No. 406, Blue; No. 407, Red.</p> <p><b>60 Series - Convertible Coupes and Phaetons:</b> No. 456, Tan Bedford Cord.  <b>Leathers obtainable at no extra cost:</b> No. 457, Black; No. 458, Tan; No. 459, Grey; No. 460, Green; No. 461, Blue; No. 462, Red.  <b>Combined cloth and leather trim obtainable at no extra cost:</b> No. 463, Cloth and Black Leather; No. 464, Cloth and Tan Leather; No. 465, Cloth and Grey Leather; No. 466, Cloth and green Leather; No. 467, Cloth and Blue Leather; No. 468, Cloth and Red Leather.</p>
38-80C 38-81 38-81F 38-87	6 Pass. 4 Dr. Conv. Streamline Spt. Phaeton 6 Pass. 4 Dr. Touring Sedan Trunk Back 6 Pass. 4 Dr. Formal Sedan Trunk Back 6 Pass. 4 Dr. Streamline Sport Sedan	<p><b>80 Series - Sedans:</b> No. 411, Grey Bedford Cord; No. 412, Tan Bedford Cord; No. 413, Grey Broadcloth; No. 414, Tan Broadcloth; No. 415, Taupe Mohair Fabric.  <b>Leathers obtainable at extra cost:</b> No. 416, Black; No. 417, Tan; No. 418, Grey; No. 419, Green; No. 420, Blue; No. 421, Red.</p> <p><b>80 Series - Convertible Models:</b> No. 469, Tan Bedford Cord; No. 470, Grey Bedford Cord; No. 471, Tan Broadcloth; No. 472, Grey Broadcloth.  <b>Leathers obtainable at no extra cost:</b> No. 473, Black; No. 474, Tan; No. 475, Grey; No. 476, Green; No. 477, Blue; No. 478, Red.  <b>Combined cloth and leather trim obtainable at no extra cost:</b> No. 479, Grey Bedford Cord and Black Leather; No. 480, Tan Bedford Cord and Tan Leather; No. 481, Grey Bedford Cord and Grey Leather; No. 482, Tan Bedford Cord and green Leather; No. 483, Grey Bedford Cord and Blue leather; No. 484, Tan Bedford Cord and Red Leather.</p>
38-90 38-90L 38-91	8 Pass. 4 Dr. Touring Sedan Trunk Back 8 Pass. 4 Dr. Limousine Trunk Back 6 Pass. 4 Dr. Touring Sedan Trunk Back	<p><b>90 Series - Sedan Models:</b> No. 422, Grey Bedford Cord; No. 423, Tan Bedford Cord; No. 424, Grey Broadcloth; No. 425, Tan Broadcloth.  <b>Leathers obtainable at extra cost:</b> No. 426, Black; No. 427, Tan; No. 428, Grey; No. 429, Green; No. 430, Blue; No. 431, Red.</p> <p><b>Model 90L - Rear Compartment:</b> No. 432, Grey Bedford Cord; No. 433, Tan Bedford Cord; No. 434, Grey Broadcloth; No. 435, Tan Broadcloth.  <b>Front Compartment:</b> Nos. 432-433-434-435, all Black Leather.  <b>Leathers obtainable at extra cost - Rear Compartment:</b> No. 436, Black; No. 437, Tan; No. 438, Grey; No. 439, Green; No. 440, Blue; No. 441, Red.  <b>Front Compartment:</b> No. 437, Tan; Nos. 436-438-439-440-441, all Black. Note: Front Compartment can be supplied in any of standard cloth trims to match trim in rear compartment at no extra cost.</p>

**NOTE: SAFETY GLASS INCLUDED IN DELIVERED PRICE OF ALL MODELS**

**CONVERTIBLE TOP MATERIALS:** All convertible models in all series are obtainable in the following Top Materials at no extra cost:  
**40-60-80 Series: 7T-Tan, 9T-Blue Grey, 11T-Black**

## SIX WHEEL STANDARD ACCESSORY GROUPS

2 Metal Tire Covers, 2 Tire Locks, 2 Fender Wells, 2 Side Tire Carriers, 1 Extra Wheel, 1 Extra Tube, 1 Extra Tire  
 40, 60, 80 Series.....List \$45.00    90 Series.....List \$60.00

## 1938 PAINT COLOR COMBINATIONS

All series are finished in choice of the following colors:

515	Rembrandt Black	519	Botticelli Blue Poly	523	Van Dyck Brown Poly
516	Gainsborough Blue	520	Whistler Gray Poly	524	Raphael Green Poly
517	Van Gogh Green	521	Homer Gray Poly	525	Cezanne Beige
518	Titian Maroon	522	Corot Beige		(Poly was the same as Metallic)



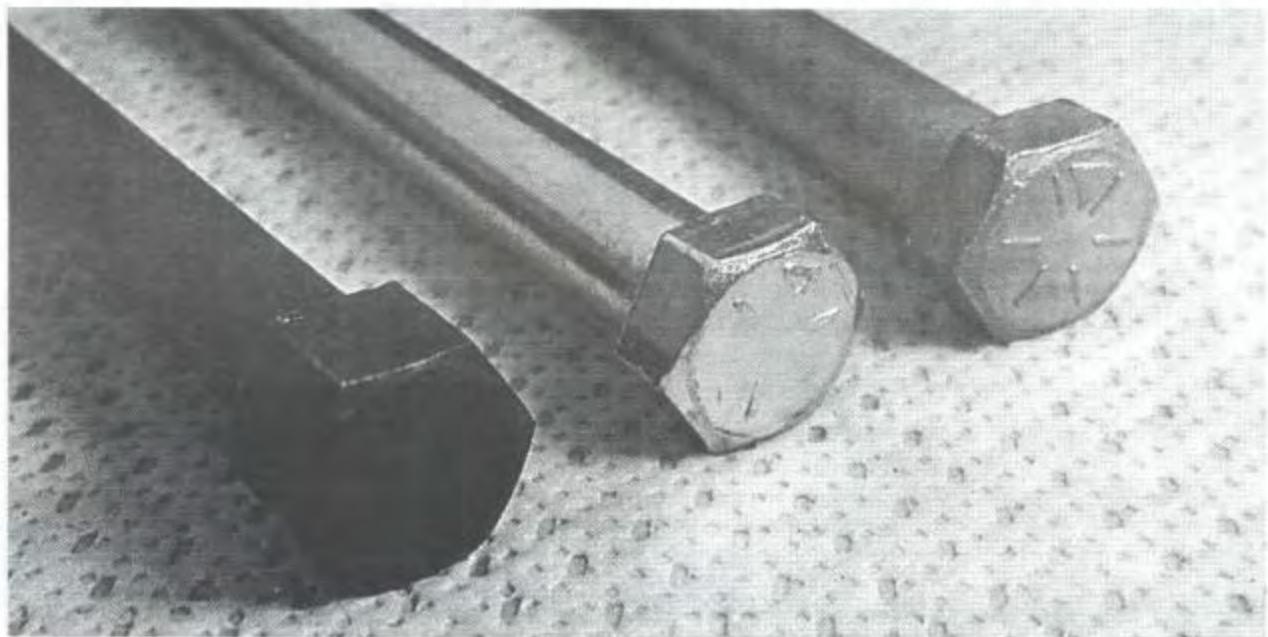
## Technical TIPS

*By the Editor*

# BUICK BOLTS

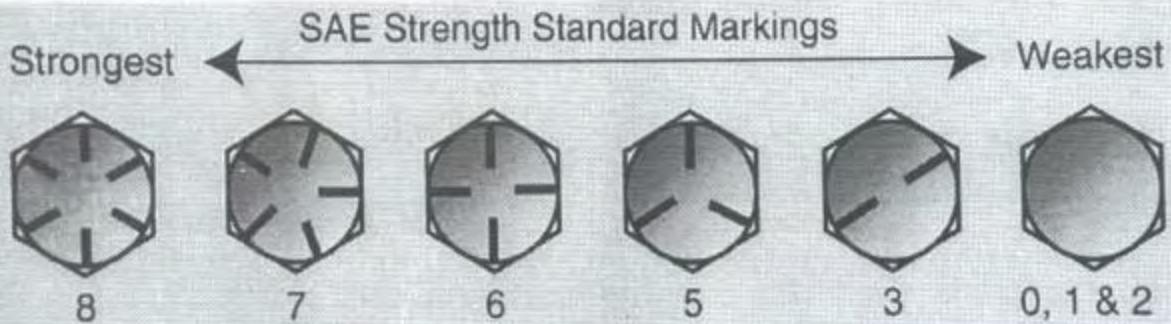


Here are three original Buick bolts. The left one has HC on its head, the other two have BUE. This may possibly be the manufacturer's identification. Modern bolt heads are marked to indicate their strength. Many restorers spend hours cleaning and restoring the original bolts. These restored 60 year old bolts may no longer have the strength to function properly. In my opinion, using modern bolts of the correct strength is more important than using original Buick bolts, especially on critical parts.

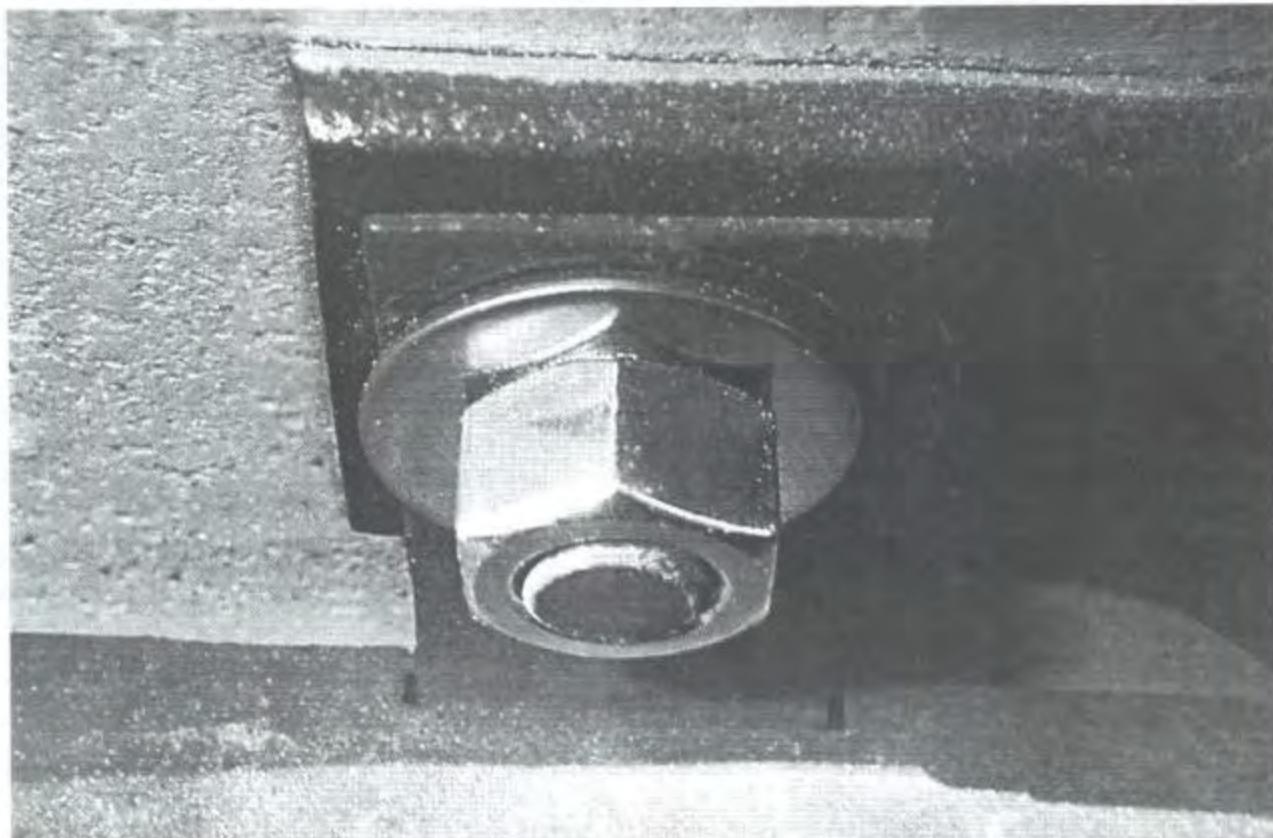


You can easily tell the original cylinder head bolts (left) because they had a wider head than modern ones. The two modern bolts on the right are a Grade 5 in the middle and a Grade 8 on the right. When I re-install the cylinder head, I replace the original bolts with these modern high strength ones, either a Grade 5 or Grade 8. You should put a flat washer under the bolt head. Torque to 65 to 70 pound feet. Bolts are graded according to strength as well as thread pitch and type. For example, 7/16" x 5" coarse thread head bolts are used on big series cars. 7/16" x 4 1/2" coarse thread bolts are used on Specials. A box of 25 Grade 5 big series head bolts costs around \$16 in the San Francisco area. Grade 8's are double this price.

(continued from page 18)



The Society of Automotive engineers (SAE) grades automotive bolts from 1 through 8. The higher the grade the stronger the bolt. The grade is indicated by markings on the bolt head. At a recent car show I inspected a beautifully restored 1928 Buick convertible sedan. Many of the nuts and bolts on the underside of the car were stainless steel and therefore did not rust. They looked nice against the black paint. I don't know how they would fare at a judged car show but the owner was satisfied.



That motivated me to replace the nuts and washers on the back side of my car's bumper. The car is stored outside under a car cover. At the end of winter I usually have to wire brush off the surface rust. Now with stainless nuts and washers I don't.

You can buy stainless in small quantities at your local hardware store. For a bigger selection and lower price, buy by mail order. But you have to buy in larger quantities. Here are some suppliers:

**MSC Fasteners**  
104 Oakdale Driver  
Zelienople, PA 16063  
Toll free order line: (800) 359-7166  
Internet: [www.msfasteners.com](http://www.msfasteners.com)

**Totally Stainless**  
1709 Old Harrisburg Rd.  
Gettysburg, PA 17325  
Phone: (717) 337-2151

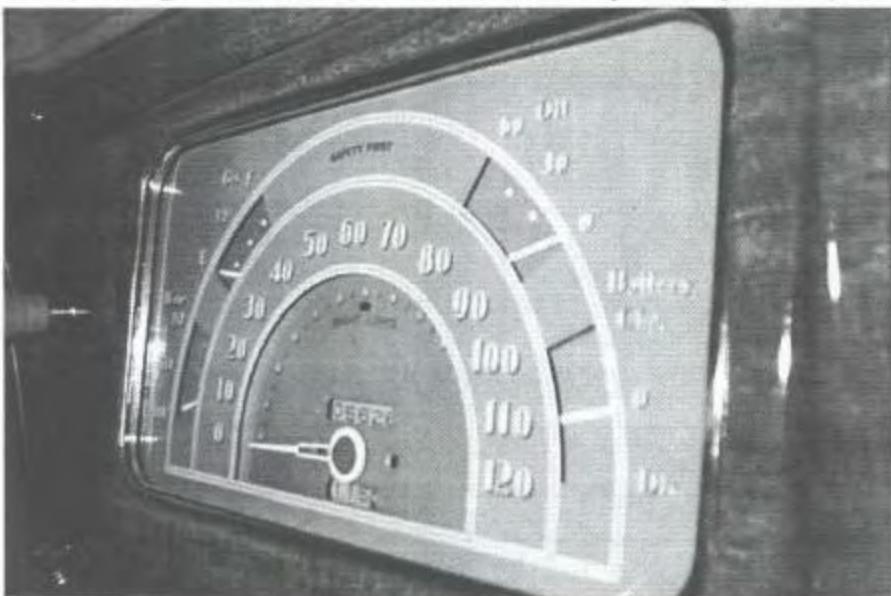


## Technical TIPS

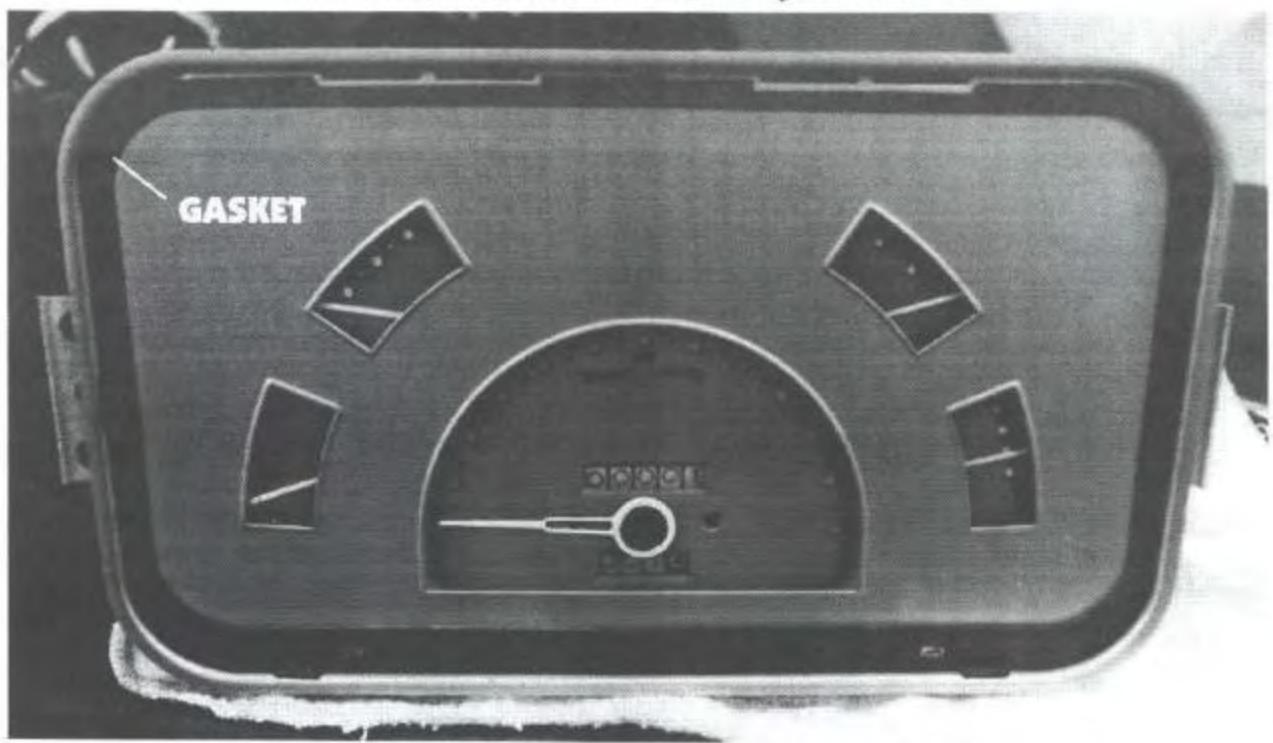
By the Editor

# RESTORING THE 1937 INSTRUMENT PANEL

The last issue had a tech tip on repainting the 1938 instrument and background panels. The panels were painted taupe (tan). The dial glass was in between the two tan metal panels, separated by a thin paper gasket.



This is what a restored '37 instrument panel looks like.



And here it is with the dial glass removed, showing the gray background panel.

A thin (1/64" or 0.4 mm) black paper gasket around the edges separates the dial glass from the metal panel. The glass and panel are held in place by a stainless trim strip.

(continued from page 20)

Today, many original '37 instrument panels have the gray paint flaking off. To correct this, the background panel should be re-painted in what Buick called Sedge (*medium*) gray. Hopefully there is enough gray still left on your original panel to get a good match. There is also a paint chip for Sedge Gray on the 1937 DuPont chip chart. One of our members found a close match using DuPont Centari #4998A 1.

I have had good results having **Tower Paint Co.** match to an item I sent them. The cost is around \$25. If possible, the item you send for a match should be flat instead of curved. The machine they use gets a better match off of flat surfaces. Their address is:

**Tower Paint**  
922 Oregon St.  
PO Box 2345  
Oshkosh, WI 54903-2345  
Phone: (800) 779-6520 or  
(920) 235-6520

To get at the '37 background panel, you need to remove the instrument cluster, pry off the stainless outer trim and remove the dial glass. The dial glass has the numbers silk-screened on the back side. You can purchase reproduction '37 and '38 dial glass from **Bob's Automobilia**. See his ad on page 31. Be careful when cleaning the dial glass not to wipe off the lettering on the back side.

After painting the background panel medium gray, install the original paper gasket around the outer edge of the panel, then the dial glass and finally the stainless trim. Place these over the instrument panel and crimp the edge of the stainless trim to hold everything in place. Then put the unit back in the car.



If you prefer to have your '37 instrument panel professionally done, one of our members recommends:

**John Wolf & Co.**  
36420 Biltmore Place  
Willoughby, Ohio 44094  
Phone: (440) 942-0083

He says they do a beautiful job. In addition to the background panel, they can also repair and repaint the instrument gauges and the speedometer if needed.

## RESTORING THE 1937 INSTRUMENT PANEL

# WELCOME New Members

Lloyd Ikerd (#1612)  
PO Box 1103  
Bellflower, CA 90707  
38-61

Phil Goldstein (#1613)  
42618 Sully St.  
Fremont, CA 94539  
38-81

Ed Geller (#1614)  
10 Ruskin Road  
Morristown, NJ 07960  
38-41

Don Hanson (#1615)  
3639 Ivan St.  
Los Angeles, CA 96130  
38-46C

Jerry Maak (#1616)  
212 Belmont Ave.  
Haledon, NJ 07508  
37-46

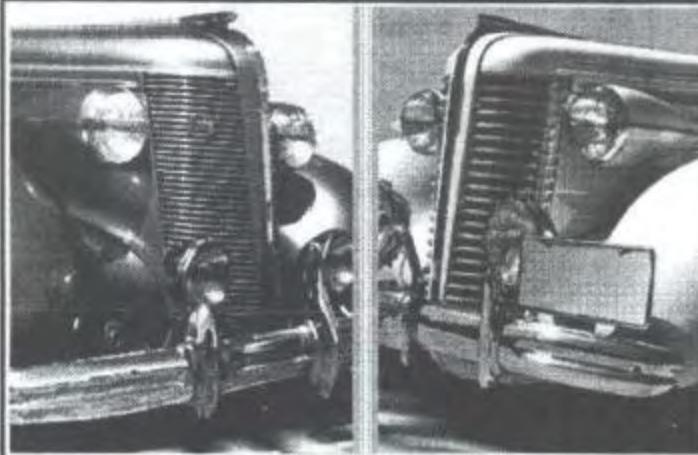
Deb Congdon (#1617)  
W 16618 State Rd 54  
Gatesville, WI 54630

Richard Swanson (#1618)  
11 Carpenters Brook Road  
Greenwich, CT 06830

Larry Northcutt (#1619)  
Rt. 1, Box 197  
Mead, OK 73449  
38-46



## The 1937/38 Buick Story



**TO ORDER:**  
Send check or money order  
for \$30 (per book),  
made payable to  
"Walter Bruegger"

**AND SENT TO:**  
Walter Bruegger  
2432 Bridwell Way  
Hayward, CA 94545

Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

**TOTAL COST:  
just \$30 per book**  
(includes 1st class postage)

FOREIGN  
ORDERS  
please ADD  
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks. Don't delay, order today!

## **ADS FOR CLUB MEMBERS ARE FREE!**

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

# **Parts FOR SALE**

### **• 1937 SPECIAL PARTS**

I have a complete motor in excellent condition, full transmission and clutch assembly and the torque tube and rear end. All in excellent condition. I have 4 rims with 4 new wide white wall tires on them, 4 average condition hub caps, an original 37 Buick radio in working condition with the dash trim pieces. All these items are for sale at very resonable prices.

*Tom Allen*

*Phone: (863) 419-1312 in Davenport, Fl.*

*The parts are in Pennsylvania at a friends house.*

---

### **• 1938 SPECIAL PARTS**

**1938 Buick Special 4dr Sedan**

- Complete Front and Rear Seats • Complete Front Suspension-wheel to wheel
- 16 inch Front Wheels-w/trim rings and hubcaps • Complete Rear End-wheel to wheel
  - 16 inch Rear Wheels-w/trim rings and hubcaps • Torque Tube
- 3 Speed Transmission-w/shifter • Straight 8 motor-was running when taken out of car
- Left and Right aluminum (reproduction) Grille • Left and Right cast (original) Grille

*Bob Nelson*

*E-mail: BNBNKn3@aol.com*

*Located in Central Illinois*

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### **• 1937 PARTS**

SPECIAL or CENTURY steering linkage.....	\$35
Instrument panel with gas, water temperature (w/bulb), ammeter and oil pressure gauges and speedometer.....	\$100
Stainless headlight trim strips (2).....	\$25
1937 Life Magazines, 13 for months April, May & June. Some w/Buick ads.	
All bound together with a hard cover,.....	\$50
Front grille, two pieces, repro made of aluminum.....	\$50
One taillight red lens and cover.....	\$20
Radio grille on front of dash, original chrome.....	\$20
One original radio knob.....	\$10
Hood ornament, original chrome.....	\$20
Repro glass for instrument cluster with lettering.....	\$25
Sidemounted Century Model 61 sedan two page ad from the March 20, 1937 Collier's magazine .....	\$10
Two bumper guards, original chrome.....	\$15 each
Paint chips, good condition but paper they're on is torn around edges.....	\$5

### **• 1938 PARTS**

Headlights with buckets, reflectors, stainless trim and chrome bezels. Everything except the lenses.....	\$175 pair
--	------------

(continued Parts For Sale from page 23)

NOS rear license plate holder, light and trunk handle assembly for	
40C-44-46-46C-46S-47-60C-66C-66S-67-80C-87 also fits many '39 to '41 Buicks .....	\$190
CENTURY stainless dashboard trim strips.....	\$20 pair
SPECIAL coupe (46 & 46S) window moldings, left & right doors.....	\$30
Hood support arm with clip that attaches to the firewall.....	\$15
Grille, needs re-plating.....	\$75
Glove box door, no clock or hinge.....	\$10
Oil pressure gauge.....	\$15
Rear differential housing cover.....	\$15
Chrome radio grille, horizontal bars and metal mesh. Chrome needs to be redone. Three pieces .....	\$50
Battery disconnect switch with 3 cut to length (for 1938) heavy insulated cables (1" diameter) to connect from the starter to disconnect switch to positive battery terminal plus cable to connect to negative terminal. Looks new.....	\$35
Defroster ducts.....	\$15 pair
Original 1938 Self-Shifting Manual and Supplement (2 pieces).....	\$75
Valve cover oil filler cap, original.....	\$10
May, 1938 Buick Magazine.....	\$15
Hinkley-Meyer shock absorber rubber bushing tool J-1111..... <i>(makes a great paperweight too!)</i>	\$20
Radio grille, two chrome pieces plus mesh screen, original chrome.....	\$25

**\* 1937& 1938 SPECIAL PARTS**

Tan front floor mat w/jute backing, used repro, good condition.....	\$100
SPECIAL sidemount tread covers and side plates, complete with all stainless and BUICK emblems, no dents.....	\$350 pair
Open car front fender support bracket.....	\$25
Rear wheel backing plates, left and right.....	\$20 each
Front brake drums.....	\$35 each
Harmonic balancer (damper).....	\$35
SPECIAL brake shoes with good used lining (4 shoes).....	\$30
NOS Sleeve, rear axle pinion bearing, 1936 to 1955 Special, p/n 1386942 .....	\$35
NOS Reverse Idler Gear, SPECIAL '34-'38, p/n 1283878.....	\$540
New black rubber clutch & brake pedal covers.....	\$20 pair
SPECIAL front brake drums, pair, used.....	\$50
SPECIAL rear brake drums, pair, used.....	\$50
SPECIAL right rear brake backing plate.....	\$15
Used 4.4 ring and pinion gears. Good condition. Ring gear still on carrier.....	\$50
Used Unity (sold by Kantor) 12 volt clear driving or spotlight bulbs, GE #4435. Bulbs used but ok. Cost \$30 new. Have two.....	\$5 each
Big Series thermostat housing.....	\$30
Big Series clutch fork.....	\$30
Dome-light art deco styling, plastic lens and stainless bezel.....	\$10
40-60 Series left side trunk back sedan chrome hinge. Good original chrome .....	\$25
Big series X fans, 18" diameter.....	\$15 each
Big series timing chain cover.....	\$15
SPECIAL timing chain cover.....	\$15
'36 - '38 NOS in original box brake linings for 60-80 Series cars.....	\$50
Splash pans, right and left for a SPECIAL. No tears or rips. Need cleaning and re-painting . \$50 pair	
Quartz headlight conversion kit (new). Parts and instructions for installing quartz bulbs in original reflectors. For 6 volt systems.....	\$35
Rear axles for SPECIAL or CENTURY.....	\$100 pair
Left headlight bezel, needs re-chroming.....	\$15
Convertible coupe and sedan front fender support brace.....	\$25
Nearly new 12 volt generator, came off a '37 Buick that had been converted to 12 volts.....	\$50
'37 SPECIAL & CENTURY, '38 all series LH trunk hinge.....	\$35
Two sidemount locks with key.....	\$75

(continued Parts For Sale from page 24)

Left side headlight bezel w/original chrome	\$15
Two front shocks. Need rebuilding	\$10 each
Vintage Canvas drinking water bag w/rope to hang from front bumper	\$20

• **CHEVROLET ITEMS**

Original 1938 Chevrolet Owner's Manual	\$35
1938 Chevrolet ignition coil, armored cable and ignition switch, all one unit	\$50
Original 1931 Chevrolet Owner's Manual	\$25

All prices plus postage. If you receive a part you do not like, return for a full refund less postage.

**Harry Logan**

**1005 Rilma Lane**

**Los Altos, CA 94022**

**(650) 941-4587**

**E-mail: harrylogan@earthlink.net**

• **PARTING 1937 AND 1938 BUICKS**

The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

SPECIAL hood name plates	\$40 pair
LARGE SERIES AA-2 Carburator, complete	\$300
Cigar lighters	\$25
CENTURY sidemounts, complete	\$1200
Coupe & convertible coupe seat	\$200
40/60 Series rear brake cables, good condition	\$40 pair
CENTURY radiator	\$75
SPECIAL radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
SPECIAL manifold	\$75
Throttle cable	\$20
SPECIAL transmission	\$100
SPECIAL splash pans	\$40 pair
CENTURY hood	\$100
Headlight switch	\$20
Radio grilles	\$15
Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick creast badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
SPECIALsidemount fenders and covers, solid and straight with all hardware	\$1500
AA-1 carburetor, complete	\$175
Accessory Sharkstooth grille guard	\$100
40-60 Series complete new wiring harness	\$250

(continued Parts For Sale from page 25)

• **1938 PARTS**

NOS left taillight housing and base, no lens .....	\$35
CENTURY motor, complete long block.....	\$500
LIMITED door sills.....	\$75 set of four
Breather tubes .....	\$10 each
734Z starter with solenoid.....	\$50
SPECIAL hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
SPECIAL radiator.....	\$75
Battery tray.....	\$20
SPECIAL manifold, complete.....	\$75
SPECIAL hood sides & tops.....	\$25 each
CENTURY radiator.....	\$100
Owners manual and other misc. original glove box literature.....	\$75
Hubcaps, used.....	\$25
CENTURY rims.....	\$100 each
Clock.....	\$40
CENTURY splash pans.....	\$100 pair
Cigarette lighter, complete.....	\$25
Hood, complete with center hood hinge.....	\$200
Trunk emblem.....	\$50

• **1937 & 1938 PARTS**

40-60 Lower inner shaft and bushings, new.....	\$90 pair
Large series transmissions.....	\$300
SPECIAL air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Big Series spark plug cover.....	\$100
Headlight buckets.....	\$20 each
Large series fan belts, new .....	\$15
Map light switches .....	\$15
Small series spark plug covers .....	\$40
Rear fender splash apron .....	\$15 each
Big Series manifold ends .....	\$50
16" beauty rings .....	\$10 each
Headlight bezels .....	\$20 each
Trunk hinges .....	\$50 pair
Front arm rests .....	\$25 pair
40 & 60 rear vent windows, need plating .....	\$50 pair
Rear view mirrors .....	\$15
SPECIAL rear motor mounts .....	\$25
CENTURY rear motor mounts .....	\$35
40 & 60 4 dr. sedan doors .....	\$75 each
Front vent window frames & mechanisms .....	\$35 each
Big Series fuel pump cores .....	\$35
4-Post voltage regulator, used .....	\$25
Headlight adjusting buckets .....	\$100 pair
LIMITED dome light .....	\$65

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(763) 427-3460

# Parts WANTED

## • WANTED:

For 1938 Century Convertible Coupe Model 66C

- Rumble seat step for rear fender
- Lock for rumble seat lid
- Trunk lid taillight housing or complete lock and handle
  - Rear window frame (original style)
- Windshield wiper switch for dashboard

Will accept used, reproduction or NOS

Adrian Dearling (#1237)

49 Belclare St

The Gap, QLD

Australia 4061

Phone/FAX 07 33003679

## Back Issues Still Available!

The following Back Issues of the Torque Tube  
are available for \$5.00 each postpaid.

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 7, 8 & 9
  - 1993-1994 Volume XII - Number 6
  - 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
  - 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
- 1999-2000 Volume XVIII - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

## 1938 BUICK SPECIALS BY VICTORY MODELS

New Price  
for convertibles  
**\$135.00**  
each



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP

VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$135.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model

Send Inquiries and Checks Payable to:



1/43 RD  
SCALE



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

CATALOG  
#34  
\$2.00

VISA

MasterCard

**RAY PASZKIEWICZ, JR.**  
P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

# Cars FOR SALE

## • FOR SALE: 1937 SPECIAL

1937 Special Rumble seat convertible coupe. Needs complete restoration. 1937 Special 4-door sedan parts car included.

**\$9,300.**

Also 1931 Roadster Model 55, needs total restoration....\$9400.

**J. B. Whitehead (#1416)**

**189 Exeter road**

**Hampton Falls, NH 03844**

**Phone: (603) 775-7572**

## • FOR SALE: 1937 ROADMASTER

1937 Roadmaster Convertible Sedan Model 80C.

Chassis painted and restored. Rebuilt engine, running gear, steering, suspension, 4 new wide white wall tires. Straight, rust-free primed body off chassis. Nice fenders including dual sidemounts. New Acuff running boards. New wood in body. Needs paint, upholstery, assembly.

**\$27,000.**

**Dave Powers (#894)**

**27732 Paseo Barona**

**San Juan Capistrano, CA 92675**

**Phone (949) 493-1199 evenings**

**e-mail: davepowers@home.com**

## • FOR SALE: 1938 CENTURY

1938 Century 4 door Touring Sedan Model 61. Needs complete restoration, very solid body, straight frame, engine turns.

**\$2,500.** Email for pictures.

**Pierce Fleming**

in Minnesota

**Phone: (763) 374-1789**

**e-mail: psfleming@mn.mediaone.net**

## • FOR SALE: 1937 SPECIAL

1937 Special 4-Door Trunk Back Sedan Model 41. 78,000 miles. It was garage kept for 30 years, has new whitewall tires, accessory front grille guard and a tune-up. After-market heater. It runs perfectly, and has no rust. All of the electrical components work as well as the gauges. All glass is in good condition and is all original. I am the 3rd owner.

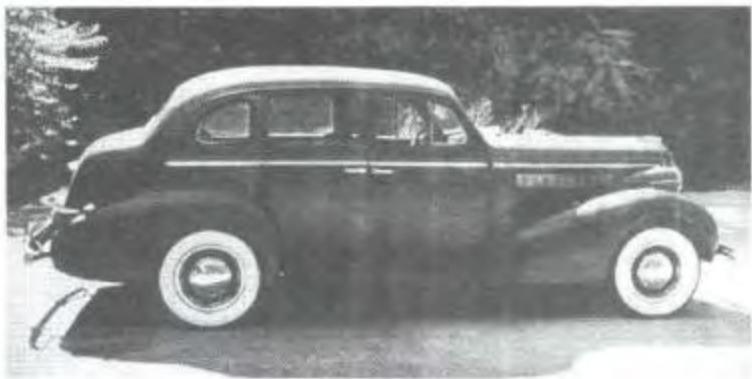
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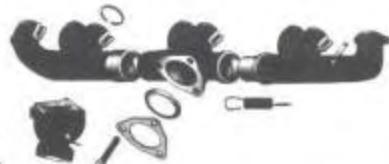
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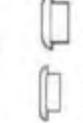
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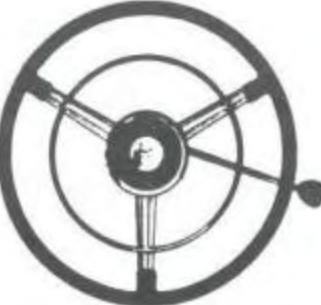
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